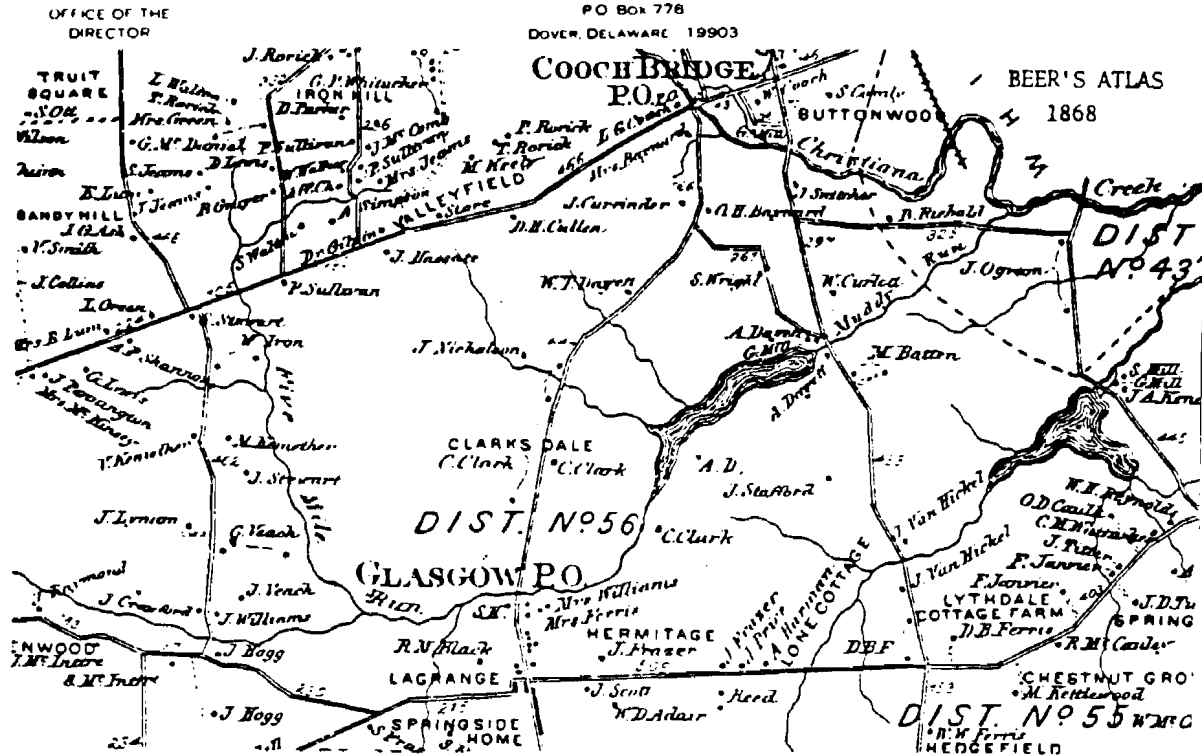


**APPENDIX IV**  
**PUBLIC INFORMATION HANDOUT**



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PO BOX 778  
DOVER, DELAWARE 19903



A historic and prehistoric cultural resource planning survey is being conducted by the Delaware Department of Transportation, Division of Highways and the Federal Highway Administration in conjunction with the University of Delaware Center for Archaeological Research. The planning is necessitated by the proposed Rt. 896 dualization between Summit Bridge and Rt. 4 - West Chestnut Hill Road.

The history of the Route 896 study area (approximately 6 miles long) traverses both old and important prehistoric and historic settlement areas in Pencader Hundred. The earliest known prehistoric peoples lived during the Paleo-Indian Period, from about 12,000 B.C. - 6500 B.C. This period overlapped and immediately followed the last great glaciation of North America. These peoples probably lived a nomadic existence, collecting wild vegetal foods and hunting now extinct large game animals such as bison, mastadons, sloths, etc. The project area contains no known sites from this period, but they have been found nearby and may be located during the survey.



Delaware Department of Transportation

The Archaic Period (6500 B.C. - 3000 B.C.) saw the establishment of oak and hemlock forests over the landscape, with the peoples adapting to present day plant and animal forms. The adaptation was one of a more generalized hunting and gathering pattern in which plant food resources would have played an increasingly important role. The settlement pattern consisted of large base camps and outlying hunting sites, reflective of a social organization characterized by the seasonal waxing and waning of band groups. An archaic period site located near the project area is a procurement site (7NC-D-4).

The Woodland I Period (3000 B.C. - A.D. 1000) saw a flourishing of tool types and a large increase in the number of known sites around the project area including the establishment of large sedentary base camps. The intensive harvesting of wild plant foods that may have approached the efficiency of agriculture, and the introduction of broadbladed, knife-like chipped stone tools were important developments during this period. Also seen was the addition of stone, and later ceramic, containers, which allowed for the efficient cooking and storing of foods. Major trade networks are evident from the presence of exotic raw materials utilized for the manufacture of utilitarian and ceremonial objects.

The Woodland II Period (A.D. 1000 - A.D. 1650-) contains many similar resource procurement methods and the large base camp settlement system of the Woodland I Period. However, there was an increasing reliance on plant foods and coastal resources, such as shellfish. Social organization changes were evidenced by a collapse of the trade and exchange networks and the end of elaborate cemeteries. Two sites located near the study area from this period are 7NC-D-2 and 7NC-D-59.

The Contact Period (A.D. 1650 - A.D. 1750) is that period when European settlers entered the area and first made contact with the native peoples. These sites are characterized by a mixing of Indian and European lifeways and artifacts and have much to tell about the acculturation process experienced by the Indians. Unfortunately, no documented Contact Period sites have ever been found in Delaware, although they have been found in Pennsylvania and other surrounding states.

The Historic Period, although only about 280 years in length, is equally complex. In October, 1701 some Welsh immigrants, mostly Baptists and Presbyterians, were granted a tract of 30,000 acres by William Penn. This area makes up present-day Pencader Hundred, Delaware and Cecil County, Maryland. By 1706 they had settled in the area of Iron Hill due to the presence of iron, which they both mined and smelted for their use. Because the soil on Iron Hill consisted of a red loam in which vegetation grows very well, tilling was also undertaken by the early immigrants. As the number of settlers increased, what were originally Indian paths were improved and new roads were constructed. One of the earliest roads went from New Castle through Glasgow to the head of Elk River (present day Route 40).

By the late 18th Century, present day Route 89b was in existence from Glasgow to Summit Bridge. One of the settlers in the area was Thomas Cooch, who arrived from England in 1746 and purchased 200 acres in the Welsh tract area. In 1760 he built a two-story brick house with a porch and columns made from shipmasts. This area was the site of the only large scale military action on Delaware soil during the American Revolution, the battle of Cooch's Bridge (1777). After the battle, British General Cornwallis had his headquarters in the Thomas Cooch house while British General Howe was located at Aiken's Tavern with British and Hessian armies encamped in the surrounding countryside. Aiken's Tavern was located in "Aikentown" (named after the colonial Innkeeper, Matthew Aiken) which is present day Glasgow.

Aikentown was a village which never consisted of more than a few houses, stores, several churches, a post office, a hotel, and a blacksmith and wheel wright shop. Most of these have been obliterated by the Route 40 dual highway, but some of the historic structures at the intersection such as La Grange (the R.M. Black house), The Hermitage, Old Glasgow Road, Pencader Church, and the School House #5b (N-3881) still remain intact.

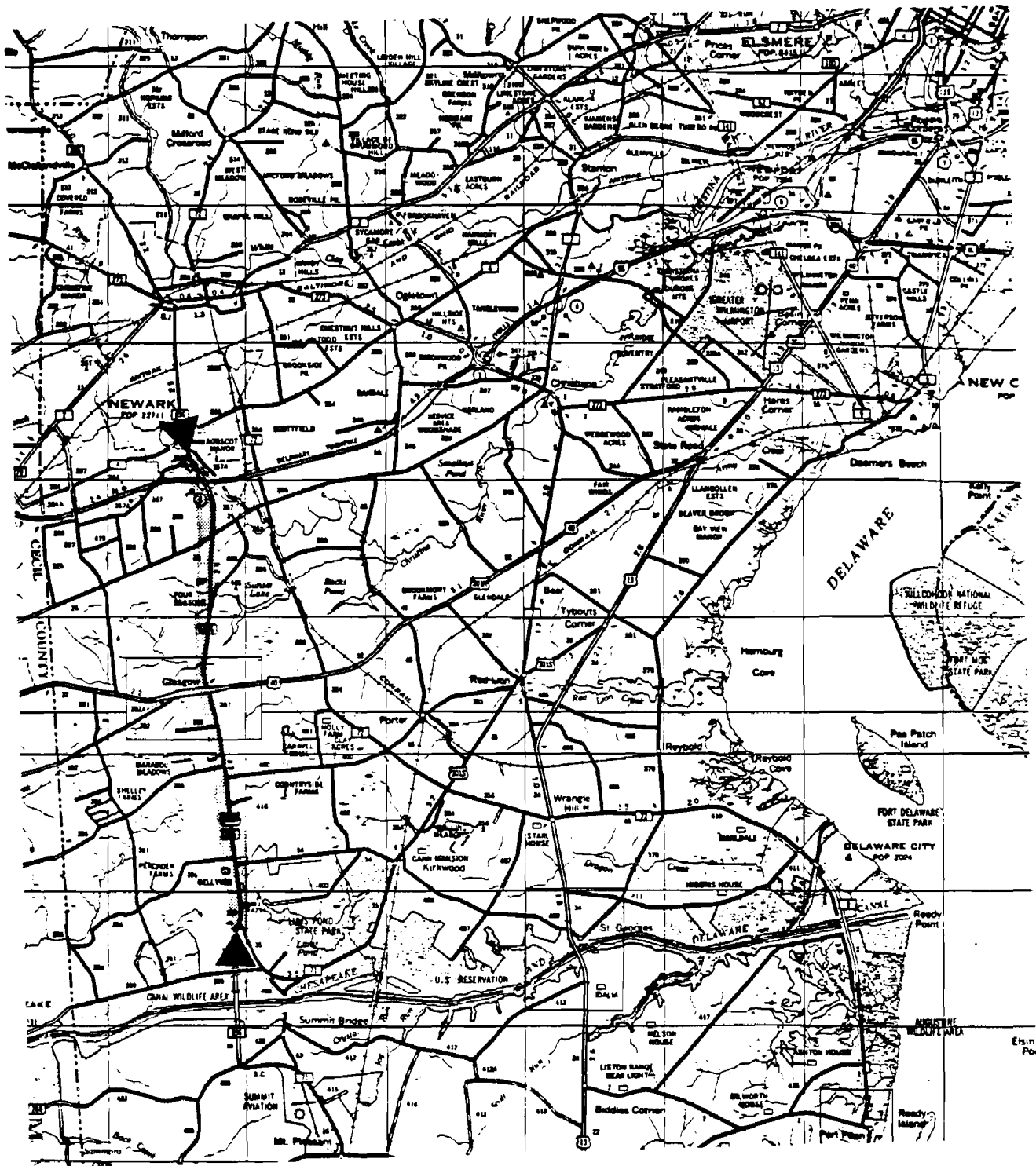
By the beginning of the 18th Century and continuing into the 19th century, of the many landowners (farmers and tenant farmers) of Pencader Hundred, some appear to have been gentlemen farmers with large tracts or plantations who owned slaves and were the most prosperous and prominent men in the area. The history of this area is dominated by the history of these prominent families: the Bouldens, Stewarts, Canns and Eliasons. By the early 20th century, descendants of these few families were selling estates, so that today only one of the architectural examples in the project area still remain in the original family.

Until recent subdivisions, the area south of Route 40 was a largely undeveloped rural area that still retains its 19th century character. As new transportation avenues opened such as the New Castle and FrenchTown Railroad and Turnpike and the Chesapeake and Delaware Canal, built in 1831 and 1828 respectively, agricultural reform resulted in agricultural success for this area. The area is noted for its good agricultural land and has produced all kinds of grain, grapes, and peaches.

The systematic survey of the study area is designed to gather information on patterns of occupation as well as refining the concepts of prehistoric and historic cultural development outlined above.

If you request any further information or particulars concerning this cultural resource project, please contact Kevin Cunningham, DelDOT Archaeologist at 73b-4644 or Jay Custer, Assistant Professor of Anthropology, University of Delaware at 451-2821.





DELAWARE DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
OFFICE OF PLANNING

IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SCALE IN MILES

